THE DAILY INTELLIGENCER.

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ASTONISHING PRICES! Special Bargains in Each and Every Department!

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1	114-inch Sil and Bead Feinge 4
	Extra Rich Beaded and Chenille Black Silk
	Fringes4
	Fine Silk and Grass Fringe, in all the New
	Shades, at
!	Beaded Passementries from
	Rich Moss Trimmings.
	Beaded and Chenille Ornaments in gre-
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BUTTON DEPARTMENT.

Rich Enameled Buttons at	He per doz.
Rich Enameled Buttons at Rich Pearl Dress Buttons from.	9c upwards.
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Elegant Jet Buttons, at	9c per doz.
Large Assortment of Beade	d Gilt, Steel,
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Real Torchon Lace Collars...... 9c

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Fine Linen and Guipure Collars.....

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	Ladies' all Linen Hemmed 50
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;	Ladies' all Linen Hemstitched
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•	Child's Hemmed 30
	Child's Hemmed

HANDKERCHIEFS.

LACE DEPARTMENT.	
10,000 Yards of Torchon Lace from2e up	p
Valenciennes Laces fromle	٠
Bretonne, Russian and Lanquedor Laces i	ì

	Elegant Embroidered Chemise
	Drawers, Hemmed and Tucked
	Muslin Skirts, Ruffled
	With wide Embroidery
	Ladies' Aprons, from
	Large Shetland Wool Shawis
	Hip-gore Corsets
	25-Bone Lace-edged Corsets
	Blue and Cardinal, Fine
	Elegant Corsets, Spoon Busk, Sid
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RIBBON DEPARTMENT

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		SHIRTS.		
Gents'	White	Unlaundried	Shirts.	Linen
Boson	n and P	ands		
		lried Shirts		

NOTION DEDINGSTON

NOTION DEPARTMENT.	
King's Spool Cotton, 200 Yards, per spool	•
Clark's O. N. T. and Coats' 2 spools for	:
Twilled Tape, per roll	
Skirt Braid	1
Pins, per paper	

MILLINERY DEPARTMENT.

- 14	
	Ladies' Slope Hats
- 1	Children's Sun Hats
	Sailor Hats
3	Elegant Assortment of French Flowers.
-8	•

Lawn	Ties			
Silk T Lawn	ies Ties, E	mbroid	lered	 •
Lace	Ties			

GLOVE DEPARTMENT

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2-Button C	lloves.				 		
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Fine Lace	Gloves	9			 		
Elegant L	ace To	p Glov	cs		 		
Light Cole	red La	ce Mitt	s		 	•••	

CALL AND SEE OUR HANDSOME DISPLAY OF GOODS.

ASTRICH BROTHERS,

No. 13 EAST KING STREET.

Call Early to Avoid the Rush!

Lamaster Intelligencer.

TUESDAY EVENING, APRIL 13, 1880. THE POSTAL SERVICE.

An Exposure of How the Old Thing Works—
"Straw-Bidding" and Accessory
Swindling Operations.

THE SECOND ASSISTANT P. M. G.

How He Grows Immensely Rich on Such:
Moderate Salary—Review of the Careers of our Second; Assisiant Postmaster's General—Various Matters of Interest Connected with the Department.

A Bit of Recent History. Special Washington Correspondence INTELL

The Star mail service is that part of the mail transportation which is done with horses, mules or ponies. For many years there have been monstrous scandals con nected with the administration of this

In 1872 an investigation was ordered by the House of Representatives upon representations made by one Joseph C. McKibben. This investigation progressed to a certain point and then came to a stand-still because McKibben suddenly disappeared. Evidence had, however, been obtained previous to his disappearance showing conclusively that there was a ring of contractors who by means of straw bids and the connivance of postoffice officials were able to control all the great Star routes in the Western territories. This ring was composed of Barlow, Sanderson & Co., and

Sawyer and Company.
Straw bids were bids put in at the regular lettings by dummies of the ring contractors. The law requires the contracts to be given to the lowest bidders. The ring contractors selected their routes which they desired to retain or obtain and put in bona fide bide at figures which would pay large profits. To prevent competition they would have their agents put in bids at lower figures-sometimes a dozen bids on one route-taking care that one of them would be lower than that of any of their rivals. The contract would be made with the lowest bidder and he would fail. Then the law requires the department to go up the list of bidders and offer the contract to each next highest bidder. he ring dummies would of course refuse the offer, unless it happened that there was a bona fide bidder next above who would take it and who could not be bought off. In that case the dummy accepted and performed service until arrangements were made with the rival bidders. As soon as this was done the dummy would fail and then the offers would be made and declined till the ring contractor was reached whose

bid was high enough to enable him to make a big profit. This system was thoroughly exposed by the investigation of 1872, but the corrupt practices of the contractors and their coadjutors in the department was not uncovered because McKibben got out of the way. The result was, however, legislation which made straw bidding more difficult. The department was authorized to offer the contract to outside persons at any stage of the "going up the list of bids" at a lower price than the next highest bid. Penalties

were also prescribed for straw bidding and failing contractors. It was apparent, however, that the same ring of contractors were as strong if not stronger than before. They not only retained all their old contracts, but at the next quadrennial letting for the Western territories they carried off all the profitable routes. Another investigation followed by the committee on postoffices and postroads of the House of Representatives which resulted in a further exposure of ring methods but developed no proof of collusion between the contractors and the officials of the up. the department, or of combination between the contractors. There were plenty of surface indications and sufficient circumstantial evidence to morally convince any honest man. The Republicans were however still93e in the majority and were anxious to prevent\$1.23 the exposure of any wrong-doing on the

part of the administration. Cresswell was then postmaster-general and the power of the department was then as now very great with members of Congress. Almost every congressman has constantly to ask favors of the postofiice department. The mail service comes closer to the people than any other part of the governmental system. The power of the department is well-nigh absolute. Routes can be discontinued at the discretion of the postmaster general, and the trips and speed can be regulated at his sweet will. The whole system is intricate and involved and few members of Congress except those who make it a special study understand the modus operandi of the manipulation and regulation of the Star service. Hence it was quite easy for the Repulican majority of the committee on postoffices and postroads to shape the inquiry to favor

the department and to carry any of their recommendations through the House. Thus things drifted till the Democrats obtained control of the House of Representatives, and in 1875 an investigation to find out was begun by the postoffice committee, of which John B. Clark, of Missouri, was chairman. In the course of that inquiry it was discovered that Mc-Kibben and his colleagues were paid about \$60,000 cash by the ring contractors, Barlow, Sanderson & Co. and Sawyer & Company, and retained as their attorney at a salary of \$10,000 a year—the consideration on his part being to get out of the way and quit furnishing information to the Democratic members of the postoffice com-

mittee in 1872. It was also discovered that Barlow, Sanderson & Co., and Sawyer & Co., had paid postoffice officials large sums of money, but the true inwardness of their15e corruption was not found out because the12c most important man had fled the country and could not be examined.

In this connection we will state that there has not been a second assistant postmaster general since the close of Andrew Johnson's administration who has not grown enormously rich. Giles A. Smith was the first to hold this important office, hour was 3 miles. In independent fortunes without being engaged in any outside business. John L. Routt, who succeeded Smith, is now one of the capitalists or mining kings of Colorado. Thomas J. Brady, the present incumbent, boasts a fortune of hundreds of thousands of dollars. All of these men went into office poor and grew rich while there. The salary of the second assistant postmaster general is \$4,000 a year. The appropriation for the Star service

mail transportation for the present fiscal year was \$5,900,000. It was every dollar the department asked for. The lettings which occurred during the past and

states east of the Mississippi river were at largely reduced rates. The department boasts that the lettings for the northwest states show a reduction on the total cost for the previous four years of one-third. The postmaster general and the second assistant postmaster-general in their annual reports to Congress in December last made no allusion whatever to a possi-FRAUDS IN THE STAR MAIL SYSTEM. ble deficiency for the Star service. Two weeks later they asked for an appropriation of \$2,000,000 to enable them to carry the mails on Star routes for the remainder of the fiscal year. The House of Representatives directed the committee on appropriations to inquire into the subject and report thereon. The investigation was begun by a sub-committee. Brady was ex- they were then being carried. His report amined and said that the appropriation of said \$1,155,000. Brady had sworn that it \$5,900,000 would be exhausted on the 10th of March, 1880. He asserted that he had the right to expend the money appropriated for one year's expenditures in thirty days if he saw fit. He claimed that the statute which provides that expenditures in excess of appropriations shall not be

made and forbidding contracts incurring obligations in excess of appropriations did not apply to him. He could evade the Republicans to strike out the provision them by stopping the mails whenever the money was gone. To do this he admitted auditor's report, \$270 would carry the he must pay contractors one month's pay mails with the speed as it was, so that he must pay contractors one month's pay upon rescinding their contracts. Every Republican lawyer in the House and Senate has since said that this is a culpable violation of the spirit as well as the letter which declared that the moneyappropriated Republican lawyer in the House and Senof the laws.

The manner in which this vast sum of money, \$5,900,000, was expended in less than five months was as follows: Contracts were obtained by sub-contractors at | it in committee if one of the Republican low prices. For instance from Vinito, members of the committee had not been Indian territory, to Las Vegas, New Mexico, 725 miles, once a week \$6,300 a to the Senate. It was not considered for year. From Bismark, Dakota, to Fort more than a week. During this time a ar. From Bismark, Dakota, to Fort sough, Montana, 250 miles, once week for \$2,350 a year. The pay the first was by various processes run p to \$156,529 a year; in the second to 70,000 a year. The trip, that is service, vas increased from once a week to daily, and the speed was raised. The pay for trips must be pro rata; that is, if if one trip cost \$6,300 a year, two trips cannot cost most more than twice that amount, or \$12,600 a year. But speed is paid for according to the sworn statement of the contractor as to the number of animals and men he has employed. The steal comes in on speed, It is unnecessary to begin with. If a community is receiving mails every day in the week it cannot complain. It does not make a fig's difference whether that mail is received in the morning or the evening. But in almost every instance where the department is paying large sums of money for increase, and in the send to the source whether that mail is received in the morning or the evening. But in almost every instance where the department is paying large sums of money for increase in the send to the source that the series had done them great in justice. He admitted there was good reason from the department is paying large sums of money for increase contractors.

Immore than a week. During the Kibben, the same fellow who blackmailed Barlow \$40,000 in 1872, was at work trying to influence senators. A corrupt left in the office of the secretary of the senate leading Democrats of the House through the color trip cost \$6,300 a year, two trips cannot contact on the secretary of the Senate the leading Democrats of the House in the senate server for 12 years, all the time doctoring, cured in two weeks in the selection of the server for 12 years, all the time doctoring, cured in two weeks were these or the second to the server of the Senate Senator Wallace champion and the second trip of the server of the server of the Senate Senator Wallace champion and the Senate Senator Wallace champion and the server of the senate Senators of the sear

ered before in the morning, say at eleven tors must not be held responsible for the o'clock, they are now delivered at eight or action of the department, omitting to state nine o'clock.

postoffice department. The mode of pro-speed, before the close of the present fiscal tractors to get the routes at any price and then get additional trips and the speed increased. The department to make this basis that the increased speed on these profitable, advertises for service once or 107 routes costs per annum \$3,205,326, an hour. Frequently, also, the routes are He says it would be cheaper to pay these advertised shorter than they actually are, contractors for the remainder of the fiscal so that when the contractor gets his trips year-that is for the two quarters yet to increased, and his speed up, he asks the be paid-which is six month-\$1,502,678, department to send out distance cir- rather than give the one month's pay culars, and on the reports of post-masters along his route he gets pay for increased distance. The steal, we re-all: these 107 contracts run an average of for increased distance. The steal, we repeat, comes in on the pay for speed, or expedition as it is technically termed. A contract is accepted, say to carry the mails once a week 200 miles at the rate of one and a half miles an hour. He gets five trips added, making the service daily. He has put on all the stock necessary to run a daily line. His horses will walk and draw a load three miles an hour, and make 30 miles a day without pushing them. He gets the speed put up to four miles an hour and he has only to make his horses walk a little faster to shorten the drives, say to 25 miles from each other—that is, he would originally have six stations.

all: these 107 contracts run an average of two and a half years, so that the government will have to pay to these contractors ment will have to pay to these contractors and half years, so that the government will have to pay to these contractors and the two years that their contracts will run after the 30th of June, 1880.

But Senator Wallace insinuated that these contracts could be reduced after the 30th of June, 1880.

But Senator Wallace insinuated that these contracts could be reduced after the 30th of June, 1880.

But Senator Wallace insinuated that these contracts on a bonus of \$1.—35,565? Why not give them \$237,-113 and no person or family should be without them. Hop gets the speed put up to four miles an hour, and make 30 more all the stock necessary to run a daily line. His horses will all these contractors a bonus of \$1.—35,565? Why not give them \$237,-113 and no person or family should be without them. Hop gets the sweetest, safest and gets best. Ask children. One Hop Pad ERS to support to all others. Ask drugstand lone, and save the government \$7,746,277?

But if you only feel baid on miser. HOP may save your life. It has save the Bitt ears the Bitt ease the Bitters at once. It HOP not suffer no let your friends suffer the save the save that their contractors and the more pad hop may have feel baid or miser.

But if you only feel baid or miser.

But if you peat, comes in on the pay for speed, or expedition as it is technically termed. A contract is accepted, say to carry the mails not only \$1,602,678 for the two years, but that is, he would originally have six stations on a 200 mile route, and now he would have eight-or four more teams. Yet for this increase of speed which required so little outlay on the contractor's part, the government pays, as on the Vinito-Las Vegas route, more than twelve times the original contract price. Then again, fraud is frequently practised in this process. For instance, the law says the contractor shall not receive more than pro rata for trips added. But frequently two trips are added and then the speed is increased and then again trips are added. Now the proper construction of the law would require the trips always to be calculated for on the original price, but in frequent cases the trips added after the speed has been increased are paid for pro rata with the cost

of trips as expediates. While the House committee was pursuing its investigation, and after developing the facts heretofore alluded to, the postmaster-general issued an order drawn by his second assistant, Brady, reducing all the Star service in the United States to once a week. This was undoubtedly done to coerce Congress into voting the \$12,000,-000 demanded. The mails in every member's district would be cut off and his constituents would begin to howl. The pressure, the contractors and Brady thought, would be too strong for Congress to resist. Then the House committee reported and passed a bill which appropriated \$970,000 -or enough money to carry the mails on every Star route in the country just as frequently as the department said was necessary; but the speed on 107 routes in the Western territories was reduced to the miles per hour which the contractors originally agreed to convey the mails at and which the department in letting the contracts said was as fast as the requirements of the localities supplied demanded. This was just because, as was demonstrated by the leading Democrats and Re-

publicans of the House in the debate on the bill, the government was simply giving the money for speed as favors to the contractors. The route from Fort Wayne, Texas, to Fort Yuma, Arizona, is a fair illustration of the way money is squandered for the benefit of the mail contractors. This route was let from July 1, 1878, to July 1, 1882, for doing service at \$134,-000 per annum. The rate of speed per was the first to noid this important was which has supervision of the Star service than six weeks the contractor, by under Grant. He as well as his brother, order of the department, was to have \$165,000 a year for increasing the speed less than a mile per hour. These contracts and have just been filled with a New and Comrun for four years, and therefore the con- piete Assortment of Hand Made and other tractor on this route will receive, if the wrong is not righted, \$660,000 for simply driving his horses at a fast instead of a slow walk. But this is not all, the railroads at both ends of the route are being pushed rapidly towards each other. There is now a railroad running 300 miles east from Fort Yuma, and the route is shortened this distance—but the contrac-

still slower on the rest of it-so that topresent fiscal year for the Star service in day he not required to make 3 miles an hour and yet he will get his \$666,000 all the same. When this bill passed the House, as it

did without a roll call, it went to the Senate and was referred to the committee on appropriations. Senator Wallace is chairman of the sub committee of that committee which has charge of the postoffice appropriation bills, and with him are Senators Beck, of Kentucky, and Booth, of California.

About this time the House committee succeeded in getting a statement from the sixth auditor as to the amount of money required to carry the mails on Star routes for the remainder of the fiscal year as would require \$2,000,000, or \$845,000 more than the sixth auditor, who settles all the accounts and shows to a dollar what is required and states what was necessary. This startling fact enabled Senator Beck

to earry the House bill through the full Senate committee on appropriations with the amount appropriated the same namely \$970,000; but Senator Wallace voted with cutting off speed. According to the sixth the House had appropriated more money had been spent illegally and the postmaster general had violated the law.

Senator Wallace did not vote for this preamble and Beck would not have carried away. In this shape the bill was reported

action of the department, omitting to state | BIT | BI This system of raising mail pay succeeded statements on which the action of the dethe old method of straw bids. Now straw partment was based. One argument which bidding is difficult, and would be impossible under an honest administration of the lor routes were cut down to the original lord the lord method of straw bids. Now straw partment was based. One argument which BIT ICINE EVER MADE. A combidding is difficult, and would be impossible under an honest administration of the lord routes were cut down to the original drake and Dandelion, with all the cedure now is for the favored ring con- year the contractors would have to be twice a week at a speed of one or two miles | Now let us take Mr. Wallace at his word.

> I Music hath charms to soothe the savage. Dr. Thomas' Eclectric Oil hath charms to soothe a cough, gold, sore throot, diphtheria, rheuma-tism, lame back, &c. Do you know anything of it, if not it is time you did. For sale by H. B. Cochran, druggist, 137 and 139 North Queen

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Remember, under the Omnipathic practice of DR. GREENE, nearly all forms of disease are cured. Over 400 of the most difficult (so-called) incurable patients, from the best families in Lancaster, nodes bis above.

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